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MEE CHEUNG.

ART PHOTOGRAPHER.

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GEORGE CURRY,
Local Secretary.
Hongkong, May 18, 1907.



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• Says the *Japan Chronicle*: "It may serve as a warning to a good many people locally, who send newspapers home to their friends in England, if we quote the following from an Aberdeenshire correspondent of a contemporary, under date February 29th:—"A new rule has come out in post-office circles here, and every paper is opened—in case of there being any writing inside. The result is that our papers are coming in a scandalous state, and many not coming

at all, like your one' on this occasion, but the wrapper only. It is simply maddening the things this Government is doing; the last was bad enough, but this is insufferable." In the above case—where a wrapper was received, but no contents—it serves to illustrate the need for care on the part of the person posting (1) to include no communication

in writing, on the newspaper; and (2) to be sure to write the contents, name, and date of each newspaper in the wrapper, so that the funds may be recovered from the prying, inquisitive, high-handed, and neglectful, British [or Scottish ??] Post Office, says our contemporary.

THE VOLUNTEERS:
Half-Company Dinner.

The members of Right Half, No. 1 Company, Hongkong Volunteer Corps, gave a dinner in the Hongkong Hotel on Saturday evening, at which the officers of the Corps were entertained. Major D. Macdonald filled the chair, with Major A. Chapman and Captain W. Nicholson on his right and left hand respectively. After the toast of

"The King" had been honoured, Major Macdonald toasted "Our Commandant," remarking that he was glad to have the opportunity of pledging the Half Company's loyalty to him (Major Chapman) as Commandant. The V.D. decoration which Major Chapman wore expressed more to a Volunteer than words could do. In official

language it was termed the Colonial Auxiliary Forces Officers Decorative Medal and represented twenty years commissioned service. In all Major Chapman had seen 26½ years' service.

all gave an equal push on the wheel and pull on the drag rope they would soon be in front again. He asked the members of the Corps to play-up to their new Officer Commanding (Captain Nicholson) and remarked that Major MacDonald had earned his promotion (applause).

Lieut. Plummer proposed the health of the second in command (Major D. Macdonald). He (Major Macdonald) was one of the oldest members of the Volunteer Corps and the speaker expressed the hope that he would get his "V. D." in due course and that when Major Chapman was Colonel of the Corps, Major Macdonald would still be second in command.

After responding in suitable terms,

Major Macdonald introduced Captain Nicholson to the members of the Hall Company. He pointed out that Captain Nicholson had served six years with the Argyle and Sutherland Highlanders before coming to the Colony. He joined the Volunteers as a gunner in 1896, was Corporal in 1898, Sergeant in 1900 and

received his commission in 1901, being promoted captain in 1907. He warned the Half Company that their new Officer Commanding was a keen officer and told them to be prepared for a busy time next season. Although the Half-Company was not so strong in numbers, it was now in a sounder condition than it had been for the past two years.

Lieut. Kennett proposed the health of the Staff Officer, Captain Thompson, which

was suitably responded to, and then the health of the guests (proposed by Major Macdonald and replied to by Mr George Grimble) concluded the list of toasts.

After a number of songs the dinner concluded shortly before midnight.

The many friends of Mr Wei On

Solicitor with Messrs Johnson, Stokes and Master, will regret to learn of his death. Appendicitis was, undoubtedly, the cause.

Says the *Japan Chronicle* of May 10: After a residence of twelve years in Kobe Mr F. W. Grimbale, of the firm of Messrs Butterfield and Swire, is going to England

on a year's leave of absence. In the happy days when amateur theatricals were occasionally arranged among the foreign residents of Kobe, Mr. Grimbble's name was invariably in the *dramatis personee*, and he has always been a willing helper at concerts, his ability as a pianist and his readiness

to assist in the arduous duty of accompanying, thus creating a constant demand for his services in that direction. Mr Grimbles has been presented by Mr Chang Fu, the Chinese Consul, on behalf of the Chinese merchants of Kobe, with an elegant silver bowl bearing a valodictory inscription in Chinese characters, together with the

names of all the subscribers. Then, Mr. George Wynmark, as president of the Kobo Masonic Club, presented to Mr. Grimbale, on behalf of the members, a handsome silver cigar case as a farewell gift. His many friends will wish Mr. Grimbale a pleasant holiday. He leaves by the N. D. L. steamer "Bayern" on Sunday.

THE SANITARY COMMISSION.

Extracts from the Evidence.

RE SECTION 175.

Mr. A. Turner.—I should like to mention another case. In reference to this house of Siam's, they were ordered to open up half the kitchen. Mr. Turner, 12, Han Tu Street. They were ordered to open up half the kitchen, and after six months correspondence, the houses were built under the Praga Redemptio Ordinance, the Government stated that the 16 houses would have to be done. Some of the tenants of the 16 houses also occupied the houses on the opposite side of the lane, and they said "we don't require a kitchen in the house on the rear side. We do our cooking on the front side portion of the house" so we sent in a plan to do away with the kitchen wall, to cut it out and make it one room from back to front. That plan was approved by the Public Works Department, but the Sanitary Board took out a subpoena against the owner for not having obeyed the Ordinance by opening up half the space at the rear of the house. We pointed out that there was no space to open up "we have taken away the wall." They said "Before you took away the wall, you ought to have obeyed the order." The consequence was our clients were summoned at the Police Court, and were fined, as the Magistrate said it was a technical offence. They were fined \$1.

"GOVERNMENT CONSPIRACY."

Mr. Humphreys stated a supposition case in connection with section 175, with regard to mortgages, and in reply the Hon. Mr. Chalmers said:—On the face of the case stated, the effect would be that the man had lost his \$20,000.

Mr. Chalmers.—If these figures are correct—Yes.

Mr. Humphreys.—He had lost his \$20,000 directly following Government legislation?—Yes.

Hon. Mr. E. A. Hewett.—As a consequence of the legislation, he loses what is practically his margin, looking at the purchase of a bank of property of view. He loses a fifth of the value of his property, doesn't he?—There is, of course, that in the next night, in the first instance, in laying out the property have had it out in a more sanitary manner. If it were not considered to be insanitary, this sacrifice of space would not be required from him.

Mr. Humphreys.—But that would apply to the original owner. It would not apply to the man who bought the property.—That is so.

And of course I suppose you admit that it is a perfectly legal and lawful transaction for a man to buy property and borrow fifty of the money on mortgage?—Oh yes.

Therefore if it is a lawful act, and through the direct action of the Government he loses all he has put into that property, it must amount to confiscation?—I presume you might designate it so.

Mr. A. Turner.—Section 175 had cost his clients roughly \$50,000. He enumerated the following cases: 28 houses in Hing-mong, \$9,000; 16 houses (Siam's) \$3,000; and remarked it must have cost Siam's \$3,000. It did not make the slightest difference whether his lands or yards were at the back as regards light and air.

The April income of the Manchurian railway reached Yen 880,000.

It is estimated that there are now 100,000 Japanese residents in Korea.

Three men have been arrested in connection with the great forgery of N.Y.K. shares at Tokyo.

The first automobile fatality in Japan has occurred near Osaka: a woman was run over and killed.

Baron Shikama and Mr. Asano have been urged to undertake industrial enterprises on a large scale in Korea; Mr. Asano left for Korea on the 10th instant.

Viceroy Yuan Shih-kai has offered a reward of \$900 for information leading to the arrest of the persons who placed the blood stains on certain flags in Tientsin, as recently reported in these columns.

Thirty-one persons in all have been arrested in connection with the conspiracy to assassinate five Korean Ministers of State; the prisoners included Lieut. General Yi Yong-thai, a high official of the Household Department, and thirteen other notables.

Viceroy Shun and Chou Fu.

A Peking dispatch states that Tsen Ch'un-shen, President of the Yuchampai, has denounced Viceroy Chou Fu to the Throne on several counts and has also demanded the latter's dismissal from office. Knowing that many of the charges that have been made by Tsen were generally due to jealousy, Prince Ching, whose advice the Empress Dowager asked on the subject, strongly opposed any action being taken against Viceroy Chou Fu and Tsen's memorial has accordingly been shelved.

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THE AMERICANS IN THE PHILIPPINES.

[An Article by John Foreman, F. R. G. S., in the current issue of the *Contemporary Review*, London.]

I.

If the Philippine Archipelago had been simply annexed and colonised on established principles, its development under the American flag would not have aroused any peculiar interest in Europe, any more than European colonisation does in America. But the avowed purpose of the new dominion in the Philippine Islands is not colonisation; it is to teach the Filipinos how to rule themselves by setting up for their instruction a model Government which they are enjoined to study as a preliminary to the concession of independence. Hence they are frequently alluded to as America's wards. As the outcome of this unprecedented undertaking there is a vague belief that a future generation may witness the novelty of an Asiatic independent republic. The development of this experimental enterprise is especially interesting to the Colonial political economist, because it will serve to reflect or confirm the opinion, so commonly expressed in Europe, that a Government on democratic principles is ill-suited to the temperamental, traditional, instincts and customs of any Asiatic community.

There is a striking difference between practical Colonial government and theoretical tutinary government. The latter ought to aim at the ideal form. A tutinary government which initiates a policy proclaimed to be superior to that of its predecessor and its contemporaries should not only prohibit all those evils which are inseparable from practical colonialism, but it should banish from its midst every circumstance of the prohibition, lest he should antagonise the State wards. The uplifting of the Filipino by force of individual good example seems to be no one's concern, and this explains the presence in the islands of that undesirable class of officials whose influence counteracts the best efforts of a well-intentioned government. In the experimental government of the Philippines the apparent indifference of the Americans to the force of personal prestige, to which we attach so much importance in our Asiatic dependencies, strikes the European observer as a remarkable feature, the more so because we are given to understand that their resolution to retain possession of these islands sprang from a sudden inspiration of pitiful love for the Filipinos.

If we accept the declaration so often made in public speeches by high American officials that the Americans have made mistakes in the management of Philippine affairs, we do so sympathetically, because seeing how many well-educated Americans have visited our dependencies in order to study our methods and have found little or nothing in them worth following, we are led to ponder over the abyss of errors into which we might have fallen had it been our lot to establish rule in the Philippines. Among those student visitors there was one whose opinion on our Colonial system was particularly interesting. A splendid orator, a brilliant writer and a twice-defeated candidate for the United States Presidency, he gave us a summing up of our misdeeds and tyranny in British India in a series of articles published last year, most edifying to the Britisher who is not averse to contributing as others see him. There is of course logically no room for comparison between European colonialism and American tutinary government, the respective aims being entirely dissimilar. There is reason to believe that these methodically pursued investigations of the working of the various Colonial systems were made for the express purpose of avoiding them, in order to preserve the character of originality in the form of government established in the Philippines. It is precisely this originality which makes the course of events in America's Far Eastern Possession so interesting.

The Insular Government, the seat of which is at Manila, has supreme jurisdiction over the whole archipelago, a subject to the control of the Congress at Washington. It is composed of a Philippine Commission of four Americans and three Filipinos, which is legislative; the same four American members of the Commission forming the Civil Commission which is executive. In their former capacity the members are called Commissioners; in their latter character they are styled Secretaries. These two Commissions, each presided over by the Governor-General, constitute the Insular Government.

According to the last census (1903) the civilised and uncivilised inhabitants numbered respectively 6,987,680 and 647,740. The latter include the Mohammedan and pagan people of the southern islands constituting the Moro Province which, owing to the entirely distinct character and customs of the tribes dwelling there, is ruled semi-independently of the central Insular Government by a local Legislative Council. The control of this section is nominally civil, but practically semi-military, and it is due to the extraordinary ability of its first governor, Major-General Leonard Wood, that the highly efficient system of government in force there might in many respects serve as a pattern for the administration of the whole archipelago. In referring, therefore, to the government of the islands, it must be understood that my remarks have particular reference to that area exclusive of the Moro Province, which contains approximately 7,000,000 of Christians.

Accepting, as I do, in perfect good faith, the repeated assurances of President Roosevelt and his advisers as to the

Philippine Islands, there is no reason to doubt the genuine desire of the Washington Government to establish in the archipelago the most suitable form of government. It is with respect to the constitution and working of that government that opinions differ. After more than eight years of American rule the very large majority of these Filipinos not in receipt of Government salaries, who are capable of intelligently expressing their political views, are anxious for independence. It seems reasonable to conclude from this fact that whilst the existing Government has contained a small minority, it has failed to satisfy the large majority. It is not difficult to account, in a measure, for this state of affairs.

The mortality in the live-stock on the plantations has ranged, in various islands, from thirty to seventy per cent. of the whole. Here and there a planter has lost through disease and robbery by brigands every head of cattle. In 1903 the total number of headcows for tillage (assuming ten per cent. of the stock to be used as draught animals) was equal to one for every six and a half acres of land under cultivation, or rather at one time cultivated, for, with such a small proportion of cattle to the acreage, large tracts of land have had to lie fallow. A disease in the pony stock, unknown in the islands before 1908, which carried off over 60 per cent. of the whole; the least plague, hurricanes and many other calamities have seriously impoverished the islands. For all these misfortunes, due to natural causes, no human being could be held responsible, but the result is that agriculture is depressed to a degree rarely, if ever, experienced at any previous period. Agriculture is practically the only source of wealth in these islands. Sixty-eight per cent. of the total male population, from the age of eighteen years upwards, are classed as farmers and farm labourers, and about twenty-seven per cent. of the remainder derive their incomes more or less remotely from the soil, the total abandonment of which would bring about poverty to almost the entire population.

Under these circumstances it was reasonable to expect that preferential support would be given by the Insular Government to every kind of indirect aid to agriculture, such as a combination of the construction of hand roads conditioned to endure the torrential rains of half a dozen wet seasons, bridges, culverts, jetties in a hundred little harbours where inter-island schooners could call and load the produce, provincial harbours, improvements, grants for coastal sugar factories, etc. In agriculture has not only been officially neglected, but directly fostered by a tax (which never before existed) on rural land. Hundreds of farmers, unable to pay this tax, have had their holdings confiscated by the Government and put up for public auction. Whilst natives generally abstain from acquiring their neighbours' lands, less scrupulous alien speculators secured valuable lots for a trifle. The consequent rancour against the ruling class can be well imagined. Finally, the Government, embarrassed by the majority of the unfenced lands which foreign buyers offered them back to the original owners on easy terms and, as an apparent act of grace, temporarily suspended the rural land tax. In the meantime the usual self-congratulatory discourses were being delivered in Manila by one or other of the Insular Government. The reports of these speeches found their way to the United States and lulled the citizens into the belief that all was going happily in the "new possession," as it is termed, until private advisers showed the enormous contribution to that existing divergence of public opinion as to the real position of affairs in the islands.

The published trade returns show an increase in the total exports since the American advent, and the superficial inquirer might readily conclude that this pointed to increased prosperity, justifying increased taxation. But immediately following the American occupation in 1898 the cost of living and of all commodities was deliberately and systematically forced up until every item of disbursement for the home business became inflated to from twice to three and half times the old figure. The output of some produce has increased in quantity, but the cost to the producer is now so much nearer the selling price than it formerly was that the margin of profit upon the whole is actually smaller. The article, cane sugar, there has been a large decrease in the production as a matter of fact, but even though the annual output had been double instead of less, the planter was better off in former times with a profit of 81.20 Mexican per hundredweight than he is now with 60 cents. profit for the same weight.

Increased expenses, diminished profits and higher taxation together contrasted so unfavourably with the commercial prosperity of Spanish days that the Filipinos, through the medium of their native Press, urged a considerable retrenchment in public expenditure and consequent taxation. But the Government, with so many costly non-productive projects in course of execution and others in contemplation, took a different view of the situation, and in 1904 increased the taxes by a new scheme of inland revenue collection. There was a clamour against it in Manila, and throughout the provinces; petitions were presented against it by individuals and corporations, praying for its withdrawal or postponement, but it became law. The Government undoubtedly needed funds. One large undertaking had already absorbed millions of Philippine dollars, but money was still required for its completion. It was known as the Baguio Road, which extends 55 miles from the northern terminus of the railway and leads to pine forests and a temperate climate in the verdant hills, where the members of the Government and other persons of means and leisure go to pass an occasional holiday. It leads to nowhere commercially and produces nothing for the taxpayers who defrayed its cost, and its annual upkeep is estimated at about \$100,000. There were no palatial public buildings to be finished, or newly erected, a vast public promenade in contemplation, new official departments to be established, each with its costly staff of highly-paid employees, provision to be made for a long list of expatriate officials with large salaries, inter-island pleasure trips for the officials, banqueting and feasting, arrivals and tourist parties, and financing a number of non-productive, luxurious schemes in embryo, all highly commendable, but for their disproportion to the tax-paying capacity of the people.

(To be continued.)

SPORTING.

Lawn Tennis.

THE HONGKONG CLUB TOURNAMENTS.

Two interesting games were played in the Hongkong Club's Lawn Tennis tournaments on Saturday afternoon, one a semi-final in the Professional Pairs and the final of the Single Handicap (A Class).

In the first mentioned match, Captain Bosley and Lieut. Whyte met Messrs. Norris and Gibson and won by two sets to love. Captain Bosley had the service in the first game, but the placing of Messrs. Norris and Gibson gained them the first three points. The game, however, together with the succeeding two, went to the military representatives, who were playing a dashing game, Lieut. Whyte in particular showing out well. The civilians made the score level by winning the next three games, but Captain Bosley's service and Lieut. Whyte's smart returns carried the military pair out, six games to three. In the second set Messrs. Norris and Gibson won the third and seventh games only, the military pair winning by six games to two. In this set the killing net play of Captain Bosley was a feature of the game, as were the splendid cross-court shots of Lieut. Whyte. Neither of the civilians played up to the form expected of them.

The final in the competition is between Messrs. Hancock and Pinckney, and Captain Bosley and Lieut. Whyte. The latter pair on their play in the semi-final should win.

In the Singles final Mr. L. J. Wislart (scarcely) met Mr. Pinckney (twice 30/2). Despite the heavy handicap Mr. Pinckney put up a stubborn fight, but Mr. Wislart played too well. He returned several balls that were well placed near the side lines by Mr. Pinckney and towards the close of the match volleyed well. None of the games were won easily by the scratch man. He had to work hard and his efforts called forth applause on many occasions. Mr. Pinckney had a very hard task and that he kept to it so well was surprising. The result was a win for Mr. Wislart by three sets to one—7-5, 6-4, 8-6.

Rifle Shooting.

MIDDLESEX DEFEAT VOLUNTEERS.

One of the most interesting of rifle matches took place at the King's Park range yesterday, when a team from the Third Battalion, Middlesex Regiment, defeated a team from the Hongkong Volunteer Corps. The match was exceedingly close throughout. At 200 and 300 yards the Middlesex gained one point at each range, but at 600 they fell one behind and ultimately won by one point—719 to 718.

The shooting of C. S. Hunt (77) and Sergeant Sayers (96) won the match for the regulars, though all round shooting was good, two scores of 83 being counted out by the Volunteers.

The only "possible" was scored by Sergeant Lapsley at 500, while Captain Lammett was only a point off at 600, viz., 34. The scores are:—

MIDDLESEX REGIMENT.			
C. S. Hunt	200	500	600
Sgt. Sayers	32	33	32
Sgt. Lapsley	32	32	32
Sgt. Bishop	32	29	31
Sgt. Hunt	28	33	30
Q. M. S. English	28	33	29
S. M. Denson	29	29	20
C. S. Stacey	20	33	23
Lieut. Fulcher	27	30	24
Counted out	238	252	229
Corp. Martin	29	26	23
Corp. Ballif	28	26	21
HONGKONG VOLUNTEERS.			
Capt. Lammett	32	30	34
Gunner Gales	28	35	31
Gunner Gales	28	33	30
Capt. Wood	29	32	29
C. S. M. Andrew	29	33	26
Corp. Fellow	32	31	25
Bom. Chapman	28	31	28
Lieut. Scott	31	26	25
Counted out	237	251	230
Bom. Sorby	27	27	29
Corp. Marshall	29	28	23

Swimming.

DAVID BILLINGTON.

David Billington, the English professional swimmer, who has been on a visit to Australia since New Year's day, left last month for Home. Owing to no fault of his own, his trip has not been as successful as he had hoped.

He arrived in Adelaide on New Year's day, and swam a local man, Moon, four races from 1000 yds. to a mile, giving various prizes. Moon won the mile event by about 25 yds. and Billington was successful in the other three contests. From Adelaide Billington went to Broken Hill, where he defeated George Read in scratch races over 300 and 240 yds. In Melbourne-Billington met Lambie, the Victorian professional, conceding yards and then a minute and a half in 1000 yds; the Englishman won both events. A big misfortune then overtook Billington; he had to undergo an operation, and was for three weeks in the hospital, after leaving which it took him five weeks to recover sufficient strength to appear in public, and then he could do no more than give exhibition swims. Then he went after the three-quarter mile record, and this was the longest swim he had indulged in since his operation; nevertheless, he reduced the record from 18m. 7s. to 17m. 3s. 2-6s. After days prior to leaving he lowered the world's professional record for 800 yds. Starting off with a fine powerful stroke, Billington did not proceed far before he convinced good judges that he would accomplish the task which he had set himself, although his style did not commend itself to many, and was decidedly inferior to that of Kieren or even of some of Australia's present-day swimmers. In spite of this, he managed to make the pace, and when he finished, having covered the distance in 11m 43 2-6s, he received great cheering. This is 25 1-10s below the world's professional record, which was previously held by J. Nuttall, of London, who swam the distance in 1903 in 12m 7s. Kieren's Australian record (amateur) for the same distance was 11m 11 3-6s, while the English amateur record was 11m 25 3-6s.

Cricket.

The cricket season at Home has already commenced, and just before the last mail left Mr. G. L. Jessop's proposal that in the county championship five points should be given for a win, two deducted for a loss, and draws games not to count was carried unanimously at a meeting at Lord's, and will come before the M.C.C. Committee for confirmation.

Dr. W. G. Grace has begun a series of articles on county cricket reform in the *Morning Post*, and though he has not formulated his conclusions, it seems that he would adopt some such proposal as the one made by the Cricket Council in 1900. This divided the counties into three classes of eight each, and it was proposed that each of the first-class counties should play home-and-home matches with at least six of the others in this class, including the champion county. Arrangements were provided, too, for promotion or degradation.

The South Africans commence their first match on Monday, the programme being as follows:—

MAY.

20. At Leicester, v. Leicestershire.
23. At Leyton, v. Essex.
27. At Lord's, v. M.C.C. and Ground.
30. At Oxford, v. Oxford University.

JUNE.

3. At Cambridge, v. Cambridge University.
6. At Northampton, v. Northamptonshire.
10. At Lord's, v. Middlesex.
13. At Southampton, v. Hampshire.
17. At Birmingham, v. Warwickshire.
20. At Derby, v. Derbyshire.
24. At Cardiff, v. Kent.

JULY.

1. At Lord's, v. England (first Test match).
4. At Brighton, v. Sussex.
11. At the Oval, v. Surrey.
15. At Bradford, v. Yorkshire.
21. At Glasgow, v. West of Scotland.
22. At Edinburgh, v. Scotland.
25. At Sunderland, v. Durham.
29. At Leeds, v. England (second Test match).

AUGUST.

1. At Manchester, v. Lancashire.
5. At Dublin, v. All Ireland (Gentlemen).
8. At Bray, v. Mr. O'Connell's Eleven.
12. At Nottingham, v. Nottinghamshire.
15. At Leyton, v. Essex.
19. At the Oval, v. England (third Test match).
22. In Gloucestershire, v. Gloucestershire.
25. At Cardiff, v. South Wales.
29. At Bath, v. Somerset.

SEPTEMBER.

The team is as follows:—P. W. Sherwell (Transvaal), S. J. Brooke (Western Province), Delmore Snodgrass (Western Province), H. H. Sinclair (Transvaal), J. J. Kotze (Western Province), L. J. Tanser (Transvaal), C. A. Faulkner (Transvaal), A. E. Vogler (Transvaal), A. D. Nourse (Natal), W. A. Shalder (Transvaal), G. A. C. White (Transvaal), R. O. Schwarz (Transvaal), M. Halloran (Transvaal), and Smith.

Billiards.

Mr. H. W. Stevenson, the brilliant billiard player, who is now in New Zealand, made some interesting remarks on arrival in Sydney regarding the "Anchor," "Tangle," "o' 'Lorvey'" cannon. Dawson, he said, knew the stroke two or three years ago. Possibly he refrained from playing it, because he saw that, like the spot stroke, it would take all interest out of the game. It was mentioned that when Roberts played Weiss in Sydney, three years ago, a bank line was drawn across the pockets to prevent a jam stroke such as Weiss played on Roberts, and in reply to a question put by Mr. Heiron as to his reason for barring cannons in the jaws of the pockets, Roberts remarked that there were great possibilities in the corner in a manner which led those who were present to believe that he was aware of the stroke.

Stevenson remarked that he was disgusted with his brother professionals for playing the stroke. He pointed out to the Billiard Association that the stroke should be barred. "What," said he, "is going to pay, say, 5s to see one stroke played for about 20 minutes, and even then perhaps not see it, for many times it was impossible for the spectators to say whether a cannon had been made, so fine was the touch. The stroke is quite a farce. I will not play it during any of my games on the present tour."

Stevenson will open in Melbourne in June, in Sydney in July, Brisbane in August and is due in Japan in October. After that he will visit Shanghai, Hongkong, Penang, Singapore, Rangoon and India, arriving Home in time for the 1908-1909 season.

Here are a few of Stevenson's breaks of over 500:—

Break Opponent. Place. Date.
586 Diggle Orme's, Soho-st., Nov. 25, 1903
524 Diggle Dean-st., Feb. 14, 1904
629 Harverson Dean-st., Nov. 30, 1903
591 F. Bateman Birmingham, Dec. 7, 1903
618 Diggle Argill Hall, April 2, 1904
588 Diggle Manchester, Nov. 15, 1903
641 Harverson Thurston's, Feb. 11, 1902
621 Dawson Argill Hall, March 8, 1902
575 Dawson Manchester, March 30, 1902
698 Watkins Shrewsbury, Feb. 2, 1903
610 Cook Thurston's, Feb. 19, 1905
590 C. Monmouth Sydney, July 26, 1903
703 Harverson Manchester, Dec. 10, 1903
539 Cook Thurston's, Jan. 20, 1904
768 Dawson Newcastle, April 21, 1904
623 Dawson Glasgow, May 5, 1904
602 Dawson Thurston's, Feb. 18, 1905
571 Dawson Thurston's, Feb. 19, 1905
592 Dawson Thurston's, Feb. 19, 1905
588 Dawson Thurston's, April 5, 1905
690 Dawson Glasgow, April 25, 1905
591 Aiken Ayr, Nov. 17, 1905
584 Cook Birmingham, Dec. 1, 1905
532 Cook Birmingham, Dec. 1, 1905
607 Harverson Manchester, Jan. 17, 1904
548 Williams Manchester, Feb. 1, 1906
668 Williams Manchester, Feb. 2, 1906
570 J. Duncan Bath, March 12, 1906
608 J. Duncan Bath, March 13, 1906
639 Lovejoy Oldham, Oct. 3, 1906
540 Lovejoy Oldham, Oct. 3, 1906
* Unfinished.

In addition to the above Stevenson made 702 against Dawson a month or two ago.

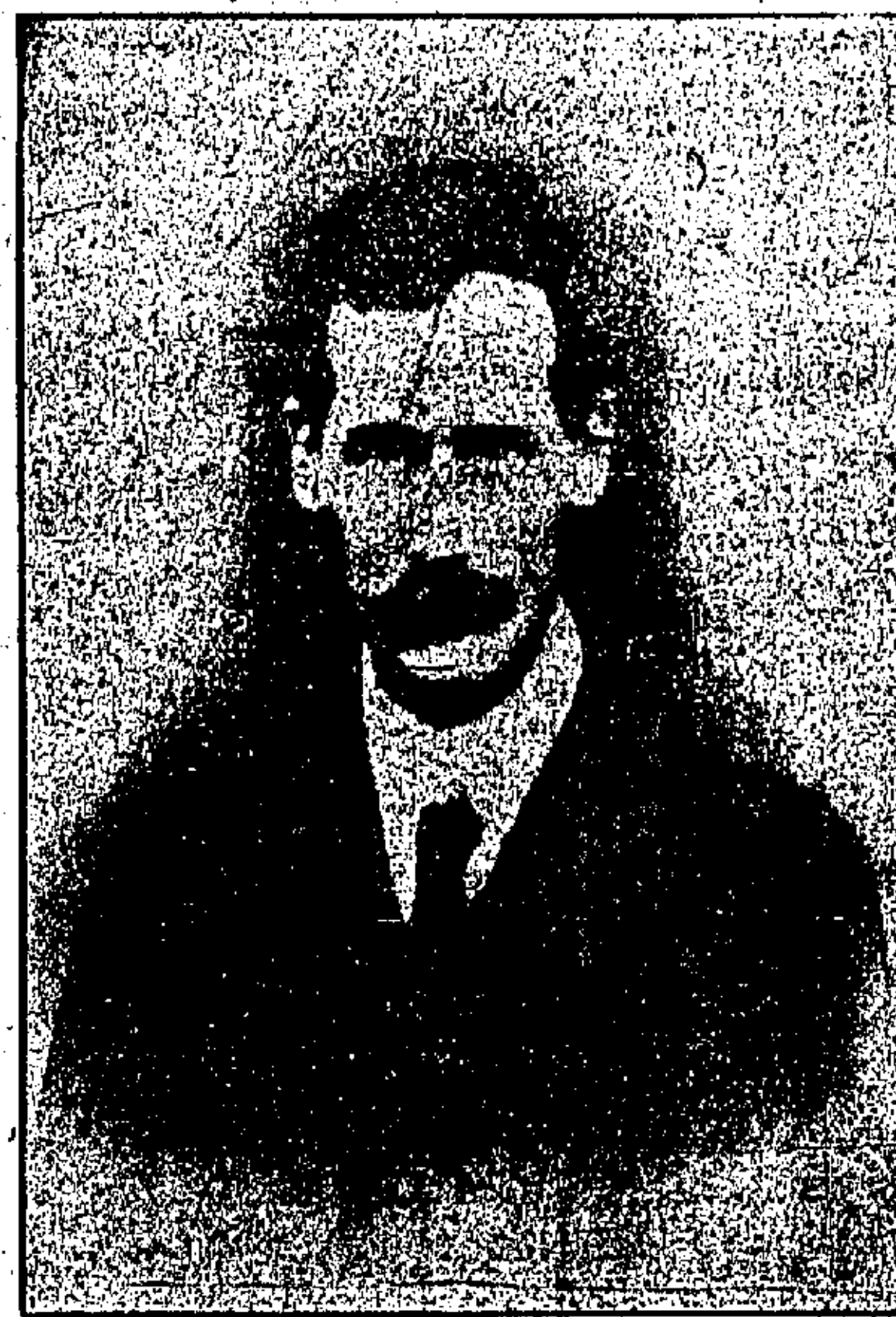
In all Stevenson has met Dawson in 25 games and has won 17.

Mr. M. Moore, Innis, who defeated Stevenson in a recent tournament at Home (receiving 2500 in 9000) is also in Australia and it is probable a match will be arranged.

Inniss' best performance is a 311 break, 300 being made off the red—a world's record. Against Stevenson he made a break of 484.

COLDS AND PNEUMONIA.

THERE can be no excuse for a man if he allows a cold to develop into pneumonia. Chamberlain's Cough Remedy counteracts any tendency towards this disease and many doctor's bills have been saved by its timely use. For sale by all chemists and storekeepers.



\$5000 REWARD.

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH MOLLEATH, of Sydney, Australia, who disappeared from Hongkong on 16th November, 1906.

Description: 5 ft. 11 ins. high; Slight build; Fair hair and moustache; slight paralysis one side of the face.

When last seen, on 16th November, 1906, stated he was going to Canton that evening.

Address any information to 'CHINA MAIL' OFFICE, Hongkong, May 6, 1907.

CANTON NOTES.

(From Our Correspondent.)

AN OPIUM QUARREL.

The owner of an opium shop in Shek Wan, who indulged in illicit practices, was discovered by the police and the man's illicit practices were stopped. A few days after the owner of the shop met the said soldier in the street, and without more ado took up some brick bats and flung them at him, the soldier being left in the street disabled. He was found and taken to his barracks, however, and now the case is taken in hand by the opium farmer of the district, and the man who made the attack has been haled up before the Nam Hoi magistrate. This incident is characteristically Chinese.

THE CANTON WATER SUPPLY.

The recent rains have made the water of the Canton river very muddy, and the Viceroy, seeing this, has taken steps to urge on the work of getting a pure supply by means of the proposed new water works. He has appointed Tseai Li Chit Lai to look into the matter, and to arrange that every facility shall be given that those who have the work in hand shall go ahead. It would appear, too, as if the accounts of this undertaking have to be examined, and this is one of the duties which Tseai Lai is to undertake. He has further to see what changes may be made in order that things may be made as smooth as possible. When all this has been worked out, after consultation with one or two of the minor officials he is further to report to His Excellency.

RESPECTING FOX COAL.

Some time since it was reported that the Viceroy was taking measures to discover what coal-fields there were in the Kwangtung Province. Orders were sent to all the subordinate officials throughout the Province to examine into the matter, and to report to the Viceroy. These subordinates have, as well as they are able, done their work, and have sent in their reports; these reports are now being examined and their contents tested. It appears from the reports so far that there are many places where there is a likelihood that coal can be profitably worked, and as soon as all the reports have been gone through, the Viceroy will further depute him to further test the most likely spots by sending thither those who have spent some time on the study of the question and are believed to be able to give a competent and reliable judgment.

A DARING FEAT.

One of the most crowded passage boats on the delta is that which plies between Fatshan and Tekhai, at the mouth of the Sanning river. On the twenty-seventh of the last Chinese month the boat was being towed from Tekhai to Fatshan, and when it was opposite Lak Chuk, a fast dragon boat was seen approaching the passage boat. The captain, seeing danger at once, took hasty precautions to prevent any one from boarding but all was in vain. The dragon boat roved itself cleverly alongside the passage boat, whilst it was going, and fastened itself, whereupon a crowd of pirates swarmed on board. Nothing thereafter could prevent them from accomplishing their purpose, and they soon cleared out the passengers' valuables to the extent of nearly a thousand dollars. Through a guard boat, when the crowd heard that had been done, went after the robbers, nothing was seen of them. As usual, they got away and left no trace behind.

"MAKE HAY WHILE THE SUN SHINES."

THERE is a lesson in the work of the thrifty farmer. He knows that the bright sunshine may last but a day and he prepares for the showers which are so likely to follow. So it should be with every household. Dysentery, diarrhoea and cramp colic may attack some member of the home without warning. Chamberlain's Colic, Cholera and Diarrhoea Remedy, which is the best known medicine for these diseases, should always be kept at hand, as immediate treatment is necessary, and delay may prove fatal. For sale by all chemists and storekeepers.

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PIANOS by all other Leading Makers FOR SALE OR HIRE At PRICES consistent with quality and BASED ON PRE-SENT RATE OF EXCHANGE.

SHARE REPORT.

In their weekly share report, dated 17th May, Messrs. Vernon and Smyth state:—

There is no improvement to report in the general condition of our market during the past week, and rates, with few exceptions, continue to be weak. Business is still very restricted, and no sales of importance have transpired.

Banks.—Hongkong and Shanghai have declined locally to \$908 with sellers, after unimportant sales at \$910, and London has receded to £101. Nationals are unchanged at \$51.

Marine Insurance.—We have heard of no business in this section. Quotations are unchanged, but Unions and North China are obtainable at current rates.

Fire Insurance.—Hongkong are unaltered at \$330 sellers. Chinas, after sales at \$28½ and \$80, close in some request at the latter rate.

Shipping.—Hongkong, Canton and Macao's close steady with sales and some sellers at \$30, but at \$29½ there are buyers, and a fair number of shares could probably be placed. Indos are unchanged, but with some sellers at \$71. Douglases have been booked at \$33½ and more shares are wanted. Shell Transports have advanced to 47½ with sales, and close with probable sellers at 48½. China and Manilla and Star Porters are procurable at quotations.</

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

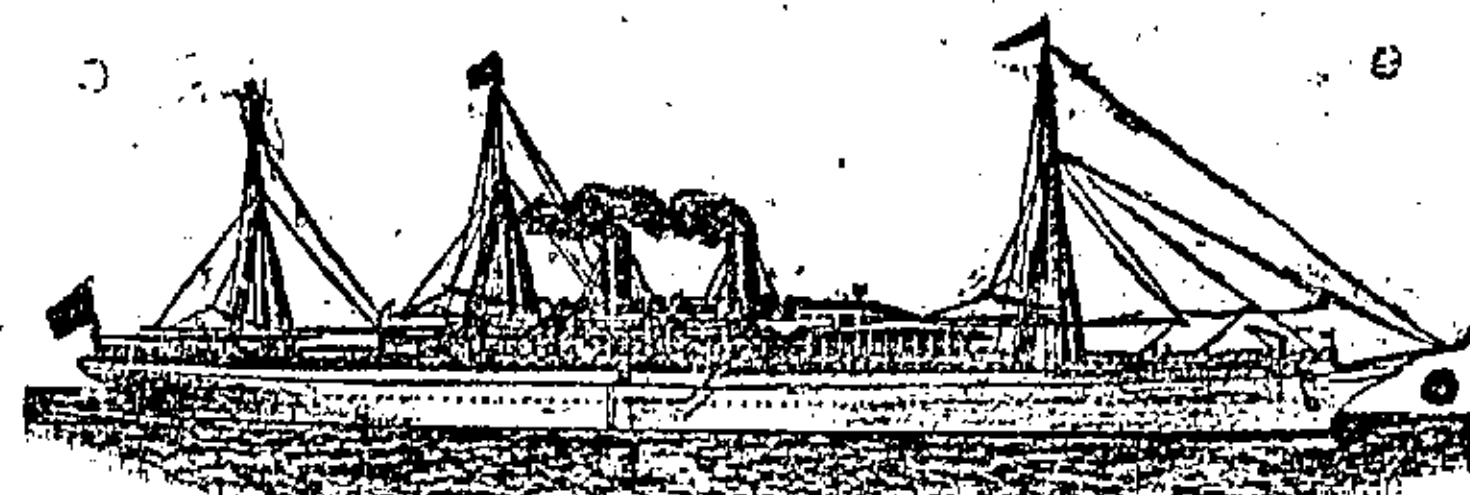
WILL dispatch VESSELS to the Undermentioned PORTS or about the DATES named:-

STRAINERS	TO RAIL ON	REMARKS.
LONDON & ANTWERP.	FORMOSA	About 22nd May. Freight and Passage.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	SOCOTRA	About 25th May. Freight and Passage.
SHANGHAI.	MALTA	About 30th May. Freight and Passage.

LONDON, via USUAL PORTS. OCEANA. Noon, 1st June. See Special. Capt. W. HAYWARD, D.N.E.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the EMPRESS LINE. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. LEAVE HONGKONG	ARRIVE VANCOUVER
EMPEROR OF JAPAN	June 15.
EMPEROR OF JAPAN	June 24.
EMPEROR OF JAPAN	July 13.
EMPEROR OF JAPAN	July 22.
EMPEROR OF JAPAN	Aug. 10.
EMPEROR OF JAPAN	Aug. 19.

THE JUKCOE route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 2 1/2 days from Hongkong.

R.M.S. MONTAGUE, TARTAN and AETHEAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for the Class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information Maps, Routes, Rates of Freight and Passage apply to General Traffic Agent for China, CORNER PRINCE STREET and PRINCE, Opposite Bank P.O.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP.	INABA MARU. Tons 6120	WEDNESDAY, 29th May, at Daylight.
SINGAPORE, PENANG AND COLOMBO AND PORT SAID.	KAMAKURA MARU. Tons 6120	WEDNESDAY, 12th June, at Daylight.
VICTORIA, B.C. AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	SHINANO MARU. Tons 6388	TUESDAY, 28th June, at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGUO MARU. Tons 7463	TUESDAY, 11th June, at Daylight.
BOMBAY, via SINGAPORE AND COLOMBO.	KUMANO MARU. Tons 5776	FRIDAY, 14th June, at Noon.
KOBE AND YOKOHAMA.	YAWATA MARU. Tons 3817	FRIDAY, 12th July, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KAGOSHIMA MARU. Tons 4465	TUESDAY, 28th May, at Noon.
SHANGHAI, MOJI & KOBE.	WARASA MARU. Tons 6265	SATURDAY, 1st June, at Noon.
	YAWATA MARU. Tons 3817	WEDNESDAY, 12th June, at Noon.
	CRYLLON MARU. Tons 5068	MONDAY, 10th June, at Noon.

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A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

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AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUGUST. On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris. LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, etc. Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge. For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong. For full information regarding freight or passage apply to

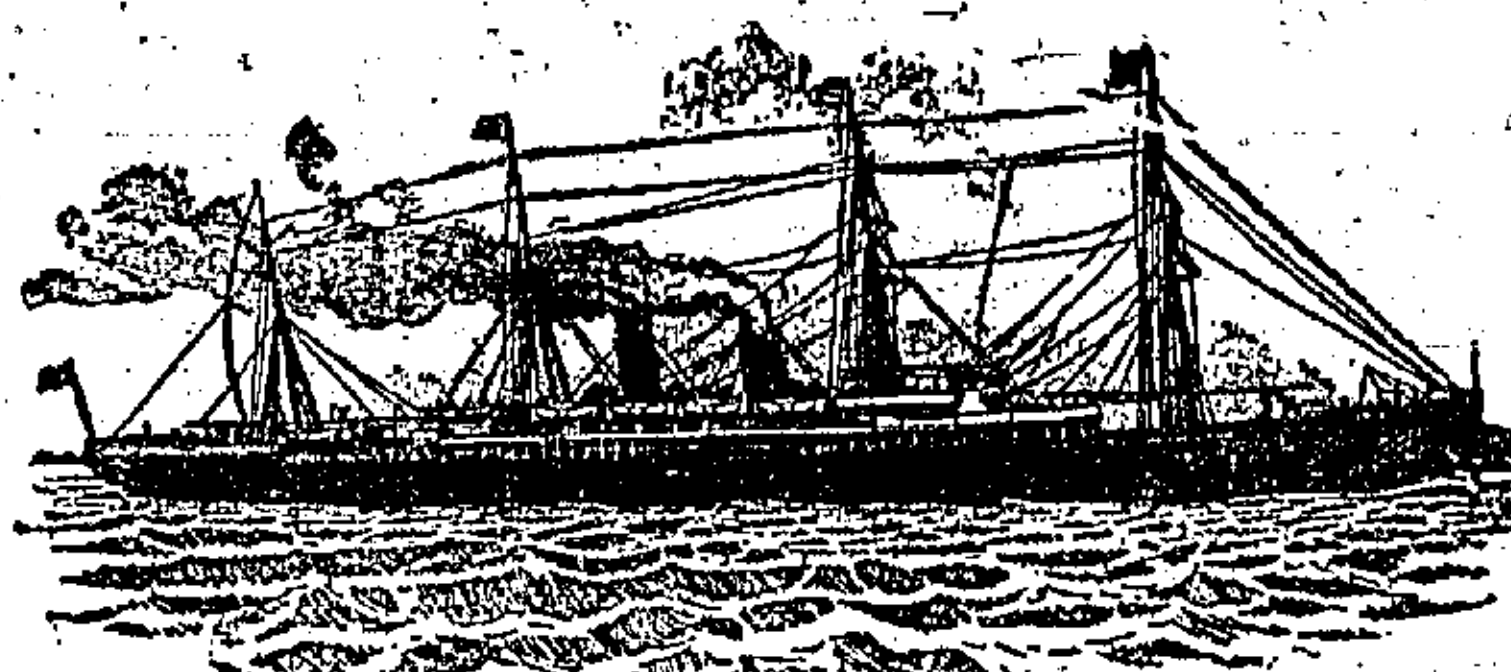
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PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* KOREA. 18,000 Gross Tons.	SATURDAY, 1st June, at Daylight.
* AMERICA MARU. 11,000	TUESDAY, 11th June, at Noon.
* SIBERIA. 11,000	TUESDAY, 18th June, at Noon.
* OHINA. 10,200	TUESDAY, 25th June, at Noon.
* MONGOLIA. 11,000	TUESDAY, 2nd July, at Noon.
* DORIC. 9,000	SATURDAY, 20th July, at Noon.
* COPTIC. 9,500	SATURDAY, 27th July, at Noon.
* HONGKONG MARU 11,000	TUESDAY, 6th Aug., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO RAIL ON.
ALBESIA	4370	G. MEINER	Wednesday, June 12.
NIOMEDIA	5188	FELDMANN	Saturday, June 22.
ARAGONIA	5188	FELDMANN	Monday, July 15.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	CHIBI	May 21, at 10 a.m.
MANILA	TAKING	May 21, at 4 p.m.
SWATOW AND SHANGHAI	YINGCHOW	May 22, at 4 p.m.
SHANGHAI	KUANGTUNG	May 25, at 4 p.m.
KOBE	TEIAN	May 25, at 4 p.m.
SHANGHAI	SHAOHONG	May 30, at 4 p.m.
MANILA, ZAMBOANGA, IT, DARWIN, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TEIAN	June 8, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unriveted Table, a duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED BALOON FARES, Single and Return, To Manila and Australian Ports.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	Manila direct	Saturday, May 25, Noon.
RUBY	2540	R. W. Almond	Manila direct	Saturday, June 1, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SHANGHAI.	HANGSANG	WEDNESDAY, May 22, at 4 P.M.
SINGAPORE, PENANG AND CALCUTTA	HOPKANG	THURSDAY, May 23, at 3 P.M.
MANILA.	LOONGSANG	FRIDAY, May 24, at 4 P.M.
SINGAPORE, PENANG AND CALCUTTA	KUMSANG	SATURDAY, May 25, at 3 P.M.
SANDAKAN	MAUSANG	THURSDAY, May 30, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.
* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND HAMBURG	BOYERN.	WEDNESDAY, 22nd May, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	SOHARNHORST.	WEDNESDAY, 22nd May, at Noon.
MANILA, NEWGUINEA, MELBOURNE, SYDNEY AND MELBOURNE	PRINZ WALDEMAR.	THURSDAY, 23rd May, at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND.	FRIDAY, 31st May, at Noon.
KUDAT AND SANDAKAN	BORNEO.	SATURDAY, 1st June, at 9 a.m.

For further Particulars, apply to Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China. Hongkong, April 26, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAMUN, Captain A. J. ROBINSON, will be despatched for the above Ports on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers. Hongkong, May 17, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship ELIZ. FR. FERDINAND, Captain MARCOVICH, will leave for the above places on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, May 13, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
THE Company's Steamship TRIESTE, Captain MISTROVIC, will be despatched as above on or about TUESDAY, the 21st May.
This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.
For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, May 1, 1907.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about MONDAY, the 3rd June.
For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents. Hongkong, May 11, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the MALABAR COAST.)
THE Steamship NORMAN PRINCE, Captain BARRETT, will be despatched for the above ports on or about WEDNESDAY, the 13th June.
For Freight or Passage, apply to ARNHOLD, KARBURG & CO., Agents. Hongkong, April 26, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO AND IQUIQUE, via JAPAN PORTS (NAGASAKI, KOBE & YOKOHAMA).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.
Steamers Tons To SAIL
KASATO MARU. 6100 May 22, at Noon.
GLENFARG. 4000 Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
K. MATSUDA, Manager, Yok Building, Hongkong, April 16, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEA AND BLACK SEA PORTS.

THE Steamship TOURANE, Captain LAUREN, will be despatched for MARSEILLES on TUESDAY, the 28th May, 1907, at 1 P.M.
This Steamer connects at Colombo with the Australian line s.s. Yarra bound for MARSEILLES, via BOMBAY and ADEN.
Passage Tickets and through Bills of Lading issued for above ports.
Cargo also loaded for principal places in Europe.

Next Sailings will be as follows:-
S.S. OCEANIC. June 11, 1907.
S.S. AUSTRALIAN. June 25, 1907.
S.S. OCEANIC. July 9, 1907.
S.S. EMERALD SHIPS. July 23, 1907.
S.S. POLYMER. Aug. 6, 1907.
S.S. VILLE DE LA CROIX. Aug. 20, 1907.
G. DE CHAMPEAUX, Agent. Hongkong, May 15, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain MOAKHUR, will be despatched as above on SATURDAY, the 1st June, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
A.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, May 6, 1907.

Shipping.

CHINA COMMERCIAL S.S. CO., LD.

NOTICE.

THE Steamship DAPHNE, Captain E. SCHIFFER, will be despatched for SALINA CRUZ, MEXICO, via KUGHINTZU, JAPAN, on TUESDAY, the 28th May, at 4 p.m.
For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions, Hongkong, May 11, 1907.



FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYP, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OCEANA, Captain W. HAYWARD, D.N.E., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 1st June, at Noon, taking Passengers and Cargo for the above Port, in connection with the Company's Steamship Mongol, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents of packages of all packages are required.
For further Particulars, apply to E. A. HEWITT, Superintendent, Hongkong, May 18, 1907.

'GLEN' LINE OF STEAMSHIPS.

FOR LONDON, ANTWERP AND HAMBURG, via SUEZ CANAL.

THE Steamship GLENLOGAN, Captain J. McGREGOR, will be despatched as above on MONDAY, the 3rd June, 1907.
For Freight or Passage, apply to MCGREGOR BROS. & CO., Hongkong, May 16, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. Proposed Sailings from Hongkong.

FOR NEW YORK.

STEAMERS. TO SAIL. 1907.
SHIMOSA. 6th June.
BRAEMA. 28th June.
For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

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